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SECURITY INFORMATION

INFORMATION REPORT

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COUNTRY Rumania

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SUBJECT Sovromconstructia, Enterprise No. 5
(Construction of Solid Bridges)

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1. Private road and bridge building companies were nationalized in 1948. After a period of time some of them were attached to the Ministry of Construction and others were amalgamated in the Sovromconstructia Enterprises. Seven companies have been formed in all. They are:
 - a. Enterprises No. 1, 2, 5 and 6 in Bucharest.
 - b. Enterprise No. 3 in Stalin (Brasov).
 - c. Enterprise No. 4 in Arad (road construction).
 - d. Enterprise No. 7 (this group worked on the Canal and was later dissolved).
2. The main office of Sovromconstructia No. 5 is located in Bucharest, Boulevard Dacia 51. Its main materials and tools depot is located in Bucharest, Calea Septemvrie 237. At this place there is also a workshop for the repair of machinery and tools. The enterprise is controlled by the Soviets and most of its work is assigned by them. In 1951 the enterprise worked on about 50 separate jobs. Sovromconstructia is only an executing enterprise, as all designs are supplied by the state enterprise requiring the building.
3. Building materials are supplied by the organization which orders the buildings and which in turn receives the materials from the distribution centers. Sovromconstructia No. 5 has a permanent staff of 2,500 skilled workers. Auxiliary labor is employed at the building sites according to requirements.

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4. Among the major jobs executed in 1951, the most important and that to which Sovromconstruktia devoted most of its time, was the so-called "Order A-B", a military camp near Lugoj (Banat), where barracks, administration buildings and officers' accommodations were erected. Among other works executed in 1951 were several buildings ordered by the Ministry of Defense and a number of silos and storerooms for cereals and other foodstuffs built in various places for the State Office for Reserves. The location of the latter works was kept secret and the designs were locked up in safes. Bridge construction took place at the following locations:
 - a. At Sandrei (across the river Siret).
 - b. At Arad (to replace the destroyed Maros bridge).
 - c. At Roman.
 - d. In the vicinity of Bicaz.
 - e. In Transylvania (all bridges that had been damaged during the war).
5. There are several circumstances which cause delay in construction work. Plans are always delayed as it takes a long time to have them confirmed by the Planning Commission and by the various other bodies concerned. As a result the necessary letters of credit are held up and actual work cannot begin. Also, the daily norm is always increased and the workers consequently have lost confidence in the management. If by greater efficiency they raise their output, the norm is also immediately raised. In addition, theft and fraudulent actions occurred on at least 20 of the 50 building sites on which work was started in 1951. The execution of the work generally was bad. The concrete tests made in the laboratories always showed a very bad result. There is a shortage of locksmiths, carpenters, joiners and, above all, concrete workers.
6. The number of engineers and technicians is insufficient. Technical high schools have been opened for workers. Boys who have attended four grades of an elementary school are trained as engineers in two years. The schools are boarding schools and students are overworked so that only a few have stayed for the whole course. Those who qualify receive very poor training. Schools have also been opened for the training of foremen, mechanics and norm-fixers. In these schools, workers' children are given preference.
7. The General Manager of Enterprise No. 5 is Boris Evenco, a Soviet engineer. The Chief Engineer, Josef Dimatmann, is not a Party member.

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